Sales by Auction.

UCTION SALE-Rich and costly HOUSE-CTION SALE—Ruch and velves carpets, Frenchigers, Oil Politique, soil of Silvery are Articles of veiringers, Oil Politique, soil of Silvery are Articles of veiringers, oil of Silvery are Articles of veiring and the soil to the binder, for cash, the entire silbe soil to the binder, the classifting of reyal Wilton on complete, soild received Parkov Silver, transferently carries, collection of parkov Silver, transferently carries, covered in satin, made to order, and of the most covered in satin, made to order, and of the most covered in satin, made to order, and of the most covered in satin, made to order, and of the most covered in satin, made to order, and of the most covered to some control of the most covered to some covered to the covered to th

SSIGNEE'S SALE .- PLATT ADAMS, As-

BY BANGS, MERWIN & Co., Trade-Sale BY BANGS, MERWIN & Co., Trade-Sale-Boses, No. 18 Perkrow.
WEINESDAY EVENING, Sept. 29, at 64 o'clock.
REEGANT ENGLISH BOOKS—Reing a large collection of the best applies decision of valuable standard works and miscellaneous publications, including a variety of superbly illustrated of very choice and expensive English Engravings &c. Catalogues are now ready.
MONIA FURENCOON, Oct. 5, at 4 o'clock.
CHOIGE LAW BOOKS—Reing a valuable Private Law Library, consisting of complete sets of Federal and Sixte Reports in Common Law and Equity, Admiralty Reports, Digests, Indices, Commentative, State Laws, and a variety of new Elementary Works, &c. Catalogues are now ready.

CPLENDID HOUSEHOLD FURNITURE at

Lady's Secretary, Work Tables, Easy Chairs, Bookeases, Gas Fixtures, one reservood 7-sectave Pinno, Stool and Cover, &c. In the Channarias are a fine association of carved rose wood and mahogary Bedsteads, Bircaus, Stands, Couches, Chairs, Carpets, Criss, Sofas, ten fine earlied hair Mattresses, Blacks, Beds and Bedding, and a fine variety of desirable goods to america to mention. A cash deposit will be required of surchasers. Sale commonces at Idya, m. precisely. Catalogues as be had at the house only.

N.B.—The above goods are not put in the house for sale, but in these of a private family decilining housekeeping.

Miscellancons.

STOVE POLISH.—A very superior article for family use; it is clean, durable, and brilliant, and exceeds anything of the kind in the market. It is also a great saving of labor. QUARTERIMAN & SON, 114 Johnset, New York.

COAL.—\$4 50.—Families laying in their supply can have the best quality of Stove, Range, Grate and Furnament COAL, screened from under cover, at \$4.50 per but delivered from yards coner of King and Greenwich etc., No. 63 Canal, near Allen-st., No. 137 Duane-st., and 66th-st., near little st. ChinToN.

Ocean Steamers, &c.

STEAMSHIP FLORIDA for SAVANNAH-NOTICE to SHIPPERS of HER CARGO.—The stead and FLORIDA having met with an accident to her machiner at less was towed back to this port on the Sida and Tok ins As it is probable the Florida will be detained some time for re

TEAM to ALL PARTS of GREAT BRITAIN STEAM to ALL PARTS of GREAT BRITAIN,
THE GRADE AND EUROPE.—NEWTORK and GALWAY STEAMSHIP LINE.—This line is
composed of pe werful and fast-aniling steamships ably officered,
and furnished with everything requisite to render the voyage
as and agreeable. The departures from New York for
Glaway will be as follows, until further notice, viz:
PRINCE ALSERT. T. J. Waters. Thursday, Oct. 14
INDIAN EMPIRE. E. Courtenay. Thursday, Nev. 11
Persons vishing Ireland reach their destination in threebourths the time taken by any other route, and all have an opportunity of visiting places and scenery of unrivaled interest in
breads.

WM. A. SALE & CO., No. 46 Souther.

STEAM to LIVERPOOL, LONDON, GLASGOW, DUBLIN, BELFAST and LONDONDERRY, and
all the principal Cities of ENGLAND and IRELAND, via LIVERFOOL, without delay, at greatly reduced rates, carrying the
United States mail—The LIVERPOOL, NEW-YORK and
PHILADELPIA STEAMSHIF COMPANYS splendid Clyde
bulk iron screw steamships are benefed to sale as follows;
FROM NEW-YORK.

CITY OF WASHINGTON. Saturday. Oct. 9
KANGAROO. Thursday. Oct. 21

And each alternate Thursday.

At 12 o'clock, noon, from Pier No. 44 North River.

Passengers will find this the most speedy and safe route to the
Geottiaent.

dpline is enforced with regard to the use of lights.

For freight of passage, apply at the office of the Company.

JOHN G. DALE, No. 15 Broadway, New York, Agent.

In Liverpool, to WM. INMAN, Tower Buildings.

Berth not secured until paid for.
An experienced Surgous on board.
The owners of these ships will not be accountable for Gold, alver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor and the value thereo, therefore the species of the species.

E. CUNARD, No. 4 Bowling Green.

THE VANDERBILT EUROPEAN LINE of STEAMSHIPS, between NEW-YORK, SOUTHAMP-ON, HAVRE and BREMEN, will sail as follows, carrying United States Mails:

supenia.

Trice of passage per Vanderbilt.—First cabin, \$100 and \$120;

Trice of passage per Vanderbilt.—First cabin, \$100 and \$120;

Record cabin, \$50; third cabin, \$50;

Abin, \$50; third cabin, \$50;

Certificate issued for passage from Europe.

Specie delivered in London and Paris.

D. TORRANCE, Agent, No. 5 Bowling Green, N. Y.

D. TORRANCE, Agent, No. 5 Bowling Green, N. Y.

ROYAL MAIL STEAMSHIP PERSIA for Liverproperty of the person of the perso

FOR SAVANNAH.—The AMERICAN AT-LANTIC SCREW STEAMSHIP COMPANYS new and legant steamship HUNTSVILLE, J. A. Post, commander, will leave Fier No. 12, R. R., on SATURDAY, Oct. 2, at 4 velock H. B. CROMWYLL & Co., No. 28 West st.

FOR SAVANNAH .- The American Atlantic Note: Seavannahi, —The American Atlantic Screw Steamshit Company's new and elegant steamship MONTGOMERY, Ceptain F. Crocket, Commander will save Pret No. 12, N. R., on THURSDAY Sape 39, at 4 decked p. m. Cabin passage, with unequaled a commodation, \$15. Through tickets to New-Orleans, \$19.50, Mobile, \$35. Montgomery, \$25. Albany, Ga. \$24; Atlanta and Colorabus, Ga. \$25; Macco, \$21. Freight 10 cents per fact and proportionate rates, Insurance opening P cent. April to deep proportional rates, TOR SAVANNAH AND FLORIDA.—U. S. MAIL LINE.—The Secrete steamship, \$748, OF THE

Bills of BRAN'L L. MITCHILL & SON, and Freight by this vessel will be 10 cents per foot, and

Steamboats and Railroads.

RAILROAD COMPETITION and PUBLIC SAFETY.—Sow that the Railroad Managers are giving as an illustration of the wisdom of Kilkenny and (who would not stop gighting and flow) had cate each other up, it belowes Railroad Stock and Bond holders to bestow a little thought on the subject of Railroad profits. It is harely possible that our Railroad and the subject of Railroad profits. It is harely possible that our Railroad and the subject of the sub

COMMON SENSE.

may be, and we commend them to your throughtful considera-tion.

The improvement that is manufactured by this Company is in an eminent degree calculated to promote the eafery of railroad transit. The idea is to piace all the brakes of the train in the hunds of the eminer. It is a desideration long sought for by railroad owners, and now practically and successfully attained. This improvement must, in the nature of things, be universally used, it is now in general use in many of the best managed lines in the Union, and it meets the approval of the ablest prac-tical railroad managers, and furthermore it is warranted to an-swer the purposes intended, or no sale. There is no excite for delay in this matter. You do not know at what moment such a device may be worth ten times its cost in the protection of your property, and the safety of burnau life. Your duty and your in-terests alike demand its prompt adoption. Orders are solicited from all Companies desirons of rendering travel on their road from all Companies desirons of rendering travel on their perfectly safe. W.M. G. CREAMER, No. 31 Pin

PORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New-York every mand the EMPIRE STATE. Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock p. m., from pier No. SN R.

nt until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch by
Express Freight Train.
WM. BORDEN, Agent, Nos. 70 and 71 West-st.

THE REGULAR MAIL LINE, via STONING-TON, for BOSTON, PROVIDENCE and NEWPORT-miand Route-the shortest and most direct, carrying the Eastern

The steamers FLYMOUTH ROUGE, Cape. Jose Scote, and v. VANDERBILT, Capt. W. H. Frazee, in connection with the STONINGTON and PROVIDENCE and BOSTON and PROVIDENCE REALLROADS, leaving New York daily (Sundays excepted) from Pier No. 2 North River, first wharf above Battery-place, at 5 o'clock p. m., and Stonington at 8:30 p. m., or on the arrival of the Mail Train which leaves Beston at 5:30 p. m.. The C. VANDERBILT, from New-York, Monday, Wednesday and Friday; from Stonington, Tuesday, Thursday and Saturday.

Friday.

Passingers proceed from Storlington per railroad to Providence and Boaton, in the Express Mall Train, reaching said places in advance of those by other routes, and in ample time for all the early morning lines, conjecture North and East. Passengers that prefer it, remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Storlington in the 7 a. m. train, connecting at Providence with the liti5 a. m. train for Routon.

for Boston.

Passengers for Newport leave Stonington in the 7 a. m. train, connecting at Providence daily, except Sundays, at 9:30 a. m. and 6:15 p. m. with the steamer PERRY, Capt. Alice. Fars from Providence to Newport, 50 cents.

A baggage master accompanies the steamer and train through each way.

For passage, berths, state-rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office, No. 10 Battery-place.

September 13, 1830.

CENTRAL RAILROAD of NEW-JERSEY—
Connecting at New Hammers, with the state of the

Connecting at New-Hampton with the Delaware, Lacka-wanns and Western Railroad, and at Easton with the Lehigh Valley Railroad.

SUMMER ARRANGEMENT, commencing April 22, 1852.— Leave New-York for Easton and intermediate places from Pier No. 2 North River, at 7½ a. m., 12 m., and 4 p. m.; for Somer-rille by above trains, and at 5:30 p. m.

The above trains connect at Elizabeth with trains on the New-Jersey Railroad, which leave New-York from the foct of Court-

landt-st., which leave New-York from the loot of Court-landt-st., at t_1 and t_2 a. m., and 4 and 5 p. m. Passengers for the Delaware, Lackawanna and Western Rall-road will leave at t_2 a. m. only. For Lehigh Valley Rallroad at t_1 a. m. and t_2 m. JOHN O. STERNS, Superintendent. FLUSHING RAILROAD-Leaves Fulton Mar-

1. Let Wharf by steamer IOLAS at 6:35, 7:50 and 10 a. m., and 1, 4 and 6 p. m. The ears leave Finshing, L. I., at 6:45, 8 and 10 a. m., and 1, 4 and 6 p. m. meeting and exchanging passengers with the boat at Hunter's Point. Through in Summers. Farsely Scients.

W.M. M. SMITH, Receiver.

WM. M. SMITH, Receiver.

LUDSON RIVER RAILROAD. — From August
30, 1859, Trains, 6a. m. and 5p. m.; Albany and Troy Passenger Trains, 11:30 a. m. and 5p. m.; Albany and Troy Passenger Trains, 11:30 a. m. and 10:30 p. m., for Foughkeepsie, 7a. m.
and 3:30 p. m.; for Sing Sing, 10 a. m., 4 and 6:45 p. m.; for
Feekskill, 1:30 and 5:30 p. m. The Poughkeepsie, Peeks
ill and Sing Sing Trains stop at the Way Stations. Passengers
taken at Chambers, Canal. Christopher and 3its-sts. Trains for
New-York leave Troy at 4:30 and 10:20 a. m. and 4:30 and 5 p.
m.; on Sundays, & 10 p. m. A. F. SMITH, Superintendent.

n.; on Sundays, & 10 p m. A. F. SMITH, Supermitendent.

Ong ISLAND RAILROAD—NOTICE.

On and after THURSDAY, Sept. 9, trains will run as follows: Trains going East—Leave South Ferry, Brooklyn, at 10 a. m., for Greenport; leave South Ferry, Brooklyn, at 34 p. m. for Yaphank; leave South Ferry, Brooklyn, at 43 p. m. for Yaphank; leave South Ferry, Brooklyn, at 54 p. m. for Hemptead; leave South Ferry, Bro

ISLAND. WHITESTONE, NEW-ROCHELLE, and MAMARONECK.—On and after SATURDAY, Sept. 18, the steamer ISLAND CITY, Capt. James Vradesburgh, will leave Fulton-Market slip at Sip. m. Returning, leaves Mamaroneck at 74 s. m.; New-Rochelle, 72 a. m.; City Island, 7:45 s. m., and Whitestone at 8:10 a. m.

74 a. m.; New-Rochelle, 75 a. m.; City Island, 7:45 a. m., and Whitestone at 8:10 a. m.

NEW-YORK AND HARLEM RAILROAD COMPANY.—SUMMER ARRANGEMENT.
Commencing MONDAY, Sept. 20, 1853.
Trains leave Depot or. White and Centre-ats., New-York, at 6:15 p. m.. White Plains train, stopping at all Stations.
Trains leave Depot corner of 25th-st. and 4th-av., New-York, at 8:10 a. m.. Williamsbridge train, stopping at all Stations.
8:30 a. m.. Williamsbridge, stopping at all Stations.
11:50 a. m.. Williamsbridge, stopping at all Stations.
11:50 a. m.. Williamsbridge, stopping at all Stations.
11:50 a. m.. Williamsbridge train, stopping at all Stations.
10:50 p. m.. White Plains train, stopping at all Stations.
10:50 p. m.. Dover Plains train, stopping at all Stations.
10:50 p. m.. White Plains train, stopping at all Stations.
10:50 p. m.. Williamsbridge train, stopping at all Stations.
10:50 p. m. Williamsbridge train, stopping at all Stations.
10:50 p. m. Williamsbridge train, stopping at all Stations.
10:50 p. m. Mail train, stopping at williamsbridge, White Plains and all Stations north.

Will. J. CAMPBELL, Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD.
1856. SUMMER ARRANGEMENT. 1858.
Commencing May SI, 1858.
Passenger Station in New-York, corner 27th-st. and 4th-av.; entrance on 97th-st.

Passenger Station in New York, corner 27th-4t. and 4th-4v., entrance on 77th-4t.

For New Haven, 7, 8 a. m. (ex.), 12:45, 5:43, 4:20, (ex.) and 5:30 p. m. For Bridgeport, 7, 8 a. m. (ex.), 12:45, 5:45, 4:20 (ex.) and 5:30 p. m. For Bridgeport, 7, 8 a. m. (ex.), 12:45, 5:45, 4:20 (ex.) and 5:30 p. m. For Milliord, Stratford, Fairfield, South-port and Westpert, 7 a. m., 12:45, 3:45 and 5:30 p. m. For Norwalk, 7, 9 a. m., 12:45, 3:45, 4:30 p. m. For Darien and Greenwich, 7, 9 a. m., 12:45, 3:45, 4:45, 5:30, 6:30 p. m. For Stamford, 7, 8 (ex.), 9 a. m., 12:45, 5:45, 4:30 (ex.), 4:45, 5:30, 6:30 p. m. For Port Chester and intermediate stations, 7, 9 a. m., 12:45, 5:45, 4:45, 5:30, 6:30 p. m. CONNECTING TRAINS.

Tor Reaton, 8 a. m. (ex.), 4:20 p. m. (ex.), For Hartford and

For Boston, 8 a. m. (ex.), 4:20 p. m. (ex.) For Hardford and Springfield, 8 a. m. (ex.), 4:20 p. m. (ex.) For Connecticut River Railroad to Montreal, 8 a. m. (ex.) For Canal Railroad to Northampon, 8 a. m. (ex.) and 12:45 p. m. For New-Haven and New-London Railroad, 8 a. m. and 4:20 p. m. For House-tonic Railroad, 8 a. m., 12:45, 3:45, p. m. For Danbury and Norwalk Railroad, 7, 9 a. m.; 4:20 p. m. JAMES H. HOVT, Superintendent.

MAIL TRAIN at 8 a. m., for Dunkirk and Buffelo and interme-ROCKLAND PASSENGER at 5 p. m., from foot Chambers at.,

ROCKLAND PASSENGER at 5 p. m., from foot Chambers st., via Formout, for Sufferns and intermediate Stations.
WAY PASSENGER at 1 p. m., for Newburgh, Middletown und intermediate Stations.
NIGHT EXPHESS at 5 p. m., for Dunkirt and Buffalo.
The above Trains run daily, Sandays savegated.
These Express Trains connect at Elmira with the Elmira, Canandaigns and Misgars Falls Radirosed, for Misgars Falls, at Binghamton with the Syramuse and Binghamton Radirosed, for Syramuse, at Corning with the Suffalo, Comming and Mew-York Radirosed, for Rechester; at Great Bend with the Buffalo, and New-York Radirosed, for Radirosed, for Buffalo, ville with the Buffalo and New-York City Radirosed, for Buffalo, ville with the Buffalo and New-York City Radirosed, for Endinod, for Stational, and Dunkirts with the Loke-Store Radirosed, for Cityseland, Cincinnati, Toledo, Betrait, Chicago, Ac.

E. F. HEADLEY, Assistant President.

STATEN ISLAND FERRY.-NOTICE.-Cheap Exencision for Six Centa.—Buais leave STATEN ISLAND EVERY HOUR from 5 a.m. to 5 p.m. Leave WHITEHALL from 7 a.m. to 7 p.m. for Quarantine, Stapleton and Vanderbilt's Larding.

TO NEW-HAVEN.—Fare 50 cents; Berths

Free.—By ELM CITY, at 3p. m. and TRAVELER at 11,

from Peckally, arriving in time for all morning trains to Hart
ford. By the GRANITE STATE every TUESDAY, THURS
DAY and SATURDAY at 3p. m. RICH D PECK, Agent.

FOR SHREWSBURY, HIGHLANDS, Ocean House, Port Washington, Mount's Dock, Brown's Dock, dietown, Fare Haven and Red Back, Fare 25 cents. The and swith stemmer ALICE PRICE, John Borden, conder, will run as follows, from Robinson-st., N. R.:

Bay and Branch Port. Stages for Squan and all parts of the country. NEW-JERSEY RAILROAD—For PHILA—DELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express lines leave New-York at 8 and 11 a. m. and 4 and 6 p. m.; fare \$3. Through Tickets sold for Cincinnati and the West, and for Baltimore, Washington, Norfolk, &c.; and through baggage checked to Washington in \$a. m. and 6 p. m. trains. J. W. WOODRUFF, Assistant Superintendent. No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of yearing.

PENNSYLVANIA RAILROAD.—
The GREAT CENTRAL ROUTE, connecting the Atlantic claims with Western, North-Western and South-Western States by a continuous Railway direct. This Road also connects at Pittsburgh with daily lines of steamers to all ports on the Western Rivers, and at Cleveland and Sandusky with the steamers to all ports on the North-Western Lakes—making the most direct, cleap and reliable route by which FREIGHT can be for-

direct, cheap and reliable route by which FREIGHT can be for-warded to and from the Great West.

RATES BETWEEN PHILADELPHIA and PITTSBURGH.

Substitution of the Shees, Hats and Caps, Books, Stoerts P.

Dry Goods (in boxes, bases and trunks), Drugs (in boxes and bales). Feathers, First, &c.

Second Class.—Domestic Sheeting, Shirting and
Ticking (in original bales). Drugs (in tasks), Hardware, Leather (in folls or boxes), Wool and Sheep
Felts, Eastward, &c.

THERD CLASS.—Avrils, Street, Chalm, Art.

Pelis, Eastward, &c.
THIRD CLASS.—Anvils. Steel, Chains (in casks),
Hemp, Baron and Pork, salted, (losse of in sacks),
Tobacco manufactured, except Cigars or Cut. &c.
FOURTH CLASS.—Coffee, Flai, Bacon, Beef and
Pork (in casks or boxe Eastward), Lard and Lard
Oil, Nails, Soda Ash, German Clay, Tar, Pitch—

COTTON— W bale, not exceeding 500 is weight, until further notice.

In shipping goods from any pert east of Philadelphia, be particular to mark the package "Via Pennsylvania Rairoad." All Goods congined to the Agents of this Road at Philadelphia or Pittaburgh will be forwarded without detention.

PRINGUT AGENTS.—Harris, Wormley & Co., Memphis, Tenn.;
R. F. Sais & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dumesnill, Bell & Co., and Carter & Jewett, Louisville, Ky.; B. C. Meldrum, Madison, Ind.; H. W. Brown & Co., and Irwin & Co., Cincinnati, N. W. Graham & Co., Zanesville, Ohio; Leech & Co., No. 54 Kilby-st., Buston, Leech & Co. No. 1 Astor House, New-York, and No. 1 South Williamst., New-York; E. J. Sneeder, Philadelphia, Magaw & Koons, Bairmore; D. A. Stewart, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia.

April 1, 1852.

PENNSYLVANIA RAILROAD.

The Pennsylvania Ralload connects at Pittaburgh with ralloads to and from St. Louis, Mo.; Alton, Galena and Ghicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terra Haute, Madhon, Lafayette and Indianapolis, Ind.; Cheinnati, Dayton, Springfield, Bellefontathe, Sandoxy, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Onio; also with the team packet hoats from and to New-Orleana, St. Louis, Louis-Through thickets for the Fast can be had as the Louis.

rille and Cincinnati.

Through tickets for the East can be had at any of the abovementioned places in the West.

Passengers will find this the shortest, most expeditious and
sumfortable route between the East and the West.

FROM NEW-YORK TO CINCINNATI IN 30 HOURS.

office of the PENNSYLVANIA RAILROAD,
No. 2 Astor House, Breadway.

Jenuary 1, 1358.

J. L. ELLIOTT, Agent

Legal. IN CHANCERY of NEW-JERSEY.-In the

twenty-six chains to a stone heap; thence (3) north forty-four degrees east five chains and eighteen links to a chestant tree; thence (5) north fifty-seven degrees east five chains and eighteen links to a chestant tree; thence (5) north fifty-seven degrees east ten chains and fourteen links to a blektory tree; thence (6) south thirty-one degrees and fifteen minutes east twenty-three chains and thirty-two links to Peter Wortman's line; (7) thence north forty-one degrees and thirty minutes east threen chains and twenty-two links to a stone heap; thence (6) north forty-eight degrees and fifteen minutes east twenty-three chains and thirty-one links to a chestant tree; thence (19) north forty-eight degrees east seven chains to a tone leap; then (19) north forty-five degrees east seven chains to a rock oak; thence (11) north hirty-six degrees west twenty-six chains; thence (10) north forty-five degrees east seven chains to a rock oak; thence (11) north sixty-nine degrees west twenty-six chains; thence (12) north sixty-nine degrees west twenty-six chains; thence (13) north forty-five degrees east sixteen chains and thirty-two links to a tone heap, formerly a hickory stump; thence (14) north sixty-two degrees west seven chains thence (16) south eighty-right degrees west seven chains to the place of becaming, containing two hundred and one actes and seventeen hundredths, strict measure.

The second lot, sinate in the Township of Chester, in the County of Morris and State of New Jersey, beginning at a hick ory tree, being a corner to leads formerly of Hunk Runyou, and runs thehee (1) north forty-five degrees west forty-nine chains and forty-four links, to a stake in heap of stones in the patent line; thence (2) south forty-even degrees west eight chains and eight-one links to a stake inhere of 3 north thirty-three de-

ory tree, being a corner to lands formerly of Hugh Ranyon, and runs thehee (1) north forty-five degrees west forty-time chains and forty-four links, to a stake and heap of stones in the patent line; thence (2) south forty-seven degrees west eight chains and eighty-one links, to a stake; thence (3) north thirty-three degrees west ten chains and eighty-six links, to a stone heap hears dirth; thence (4) south fifty degrees west thirty-five chains and misety direc links, to the middle of the road; thence (5) along the read south thirty-two degrees east cloven chains and thirty-links; thence (6) south forty-eight degrees east twenty-six chains and thirty-six links, to the bridge; thence (7) south seventy degrees east thirty-two chains and sixty-four links, to a hickory tree; thence (8) north thirty-six degrees and forty-five minutes east twenty-six chains and eighteen links to the place of beginning, containing two hundred and forty-links arers and forty-four hundred-six forty-five minutes east twenty-six and the same of Jacob Emans, we steriy from the house on said farm; from thence by Shangle's line in part south thirty-three degrees and a half east thirteen chains and sixty-sixe chains and fifty links to a stone heap, also a corner of Jacob Emans's land; thence north forty-nine degrees were half and eighty-eight links to a stone heap, also a corner of Jacob Emans's land in the neadow; thence south hirry-five and a half degrees eard a half east thirteen chains and sixty-seven links to a small hickory sprout marked; thence north firty-six and a half degrees were chains and sixty sixty in an all hickory sprout marked; thence north fifty degrees were the north thirty-time and twenty-five links to a stone heap by the hars between the two meadows, and thence by Philip Crator's line north thirty-eight degrees and forty five links to a base of stones in the woods, a corner of Jacob Emans's other tract;

and may fine the very chains and stary links to the place of beginning, containing one hundred and fifty acres and ainsty-link burners of an acre of land. That the said Jacob Wortman and an estate of inheritance in fee simple in and to the equest undivided one-third part of the said lands, tenements and hereditanents. That the said Jacob Wortman died in the mount of March, eighteen hundred and forty-two. That he made no devise of the said lands, tenements, or hereditanents, or any of them. That he, the said Jacob Wortman, did not leave any heir, and that the clear yearly value of the equal undivided one-third part of the said three tracts of land whereof the said Jacob Wortman was seized at the time of his death, is the sum of two hundred dollars.

All persons, therefore, claiming any interest in the lands described in said inquisition, are hereby notified and required to appear and traverse the said inquisition within twenty days after the sisteenth day of November next, the time herein limited for that purpose, pursuant to the statue in such case provided.—Dated Trenton, N. J., May 3, 1858.

my12 law6me W Attorney-General of N. J.

m. 12:45, 5:45, p. m. For Danbury and Norwalk Railroad, 7, 9
a. m. 14:20 p. m. For Danbury and Norwalk Railroad, 7, 9
a. m. 14:20 p. m. For Danbury and Norwalk Railroad, 7, 9
a. m. 14:20 p. m. JAMES H. HOYT, Superintendent, 1, 18:30
New-York New York and Eric Railroad Co., New-York, June II, 18:30
New-York and Eric Railroad Company have carnettly endeavored during the past ten months to establish and maintain uniform and remunerative rates of traffic by the four great lines which connect the Atlantic cities and the West. Having failed in this, and believing it to be injudicious and improper to infinite once traffic by the issue of Free Passes, by the employment of company, rather than rosort to such means, have determined to reduce the fares, or and after Monday next, lithinst., as follows:

Between New-York and Buffalo, to. 500
Between New-York and Buffalo, to. 500
Between New-York and Midalo, to. 500
Between New-York and Buffalo, to. 500
Between New-York and Ningara Falls, or Sospmaion
Bridge, to. CHARLES MORAN, President.

NEW-YORK AND ERIE RAILROAD.—On Sund after MONDAY, May 19, 1858, and small further course, Passenger Trains will leave Pier toot of Duancest, as follows, rigg DUNKIRK EXPRESS at 6 a. m., for Dunkirk and principal inceased, Richard Garrison and Fantice his wife, Daniel Garrison and Catharine his wife, Isaac Manny and Catharine his wife, Isaac Manny and Catharine his wife, Mebathol Traphagen, Jonan Powell and Martha his wife, Julia Griegs, Abraban Van Sickle and Lyda in wife, Denton G. Harrabon and May Jan his wife, Daniel Hartaborn and Martha Jan his wife, Jane his wife, Daniel Hartaborn and Martha Jan his wife, Daniel Hartaborn and Gabrah his wife, Andrew Hartaborn and Hartaborn and Sarah his wife, Andrew Hartaborn and Hartaborn and Sarah his wife, Turin Snyder, Benton G. Snyder, Jacob Snyder and Hannah his wife, Edmund Pickers, Charles Pickers and Andrew Bruidage.—To the above ramed definitional article of the surface of the s

The complaint in the above-entialed action was alsed in its flore of the Cerk of Univer County on the Fish day of Aggin 1988.

JAMES G. GRAHAM, Plaintiffs Altomate and 1988.
Shawangunk, N. Y.

Aledical.

DRUGS, MEDICINES and CHEMICALS,— WILLIAM II. KINSLEY (Supposeer to Green'eat & Kinsley and Kinsley & Darling), No. II Gotth at (meny Maiden lane), New York.

New-York Daily Tribune.

MEXICO.

A PROTECTORIST VIEW OF AFFAIRS.

Mexico, August 24, 1858.

For years, the Government of Mexico and its officials have been perpetrating outrage after outrage upon our flag and our citizens; and, I regret to say, that heretofore these acts of outrage have American Government, and Providence has so willed it that men who were disposed to urge or selves, and extending the effects of their demoraliadopt the proper course for the United States toward Mexico, have been taken from us. In the first place, the death of Gen. Worth was a great calamity to the prospects of Mexico. He was a man who knew what this country required, and, from his position and his high range of intellect, could have done much to have anticipated what sooner or later must be done for this country. His death, therefore, has been a sad blow to this country. In the second place, it is well known that Gen.
Taylor was convinced of the error of Polk in
making peace with Mexico in the way he did; and
it is believed that the clear-headed old veteran and patriot would have amended the sad blunder made by his predecessor. Those who were intimate with President Taylor say he had made up his mind to have settled the Mexican question finally and forever. But death also took him away before he could do this important work, and the effeminacy of Fillmore precluded the possibility of any bold step be-ing taken during that Administration. The succes-sion of a man like Frank Pierce was sufficient excuse for the toleration of Mexico for a time onger in all her capricious acts of outrage against our flag and our citizens in this country. The to Mexico. Although not holding the first position in the American nation, Gen. Quitman was a very superior stotesman and soldier. He had the great advantage of being beloved by the army, and respected for his talents by every one who knew him personally or by reputation. It is well known that for the past two years he was looking with great interest toward Mexico; that he was in corre-spondence with persons of influence and position in our capital, and that he would have volunteered his reputation and his sword to carry out a plan for the regeneration of this country, and establishment of a stable and liberal establishment of a stable and fiberal Government. His wealth and position placed him above the accusation of being an adventurer. He knew this country well, and pitied its inability to enjoy peace and prosperity with its present population. Had he lived he would have most likely played an important part in this country's future, for already he had a considerable party here of our most respectable people. (You may wonder at this, but it is a fact.) He has gone, and drowning Mexico has lost another chance of life which presented itself on the swift current of life which presented itself on the swift current which is now carrying it on to destruction. Dear Quitman, there was many a heavy sigh given when we heard here of his death. You may build monu-ments of marble for him, and employ the sculptor to perpetuate his memory, but their work cannot be more lasting than the regard which the few who knew of his plans for Mexico have for him.

Have we another friend or advocate among the great men of the United States? Of all those brilhaut officers who adorned the American army during the occupation, those who looked at the future of this country, examined the character of its peo-ple, and clearly divined the proper course of the United States toward it, have gone. If death has spared one of those who knew more of the true character and wants of this country when he left than when he entered it, such person has yet to show to the world the first evidence of his knowledge. A desire to get home after a brilliant cam-paign, political ambition, and things of this sort crowded from the minds of our officers of the army of occupation all thought of the future of Mexico. They had gained glory, and were ambitious to return home to enjoy its benefits; and, to screen themselves for abandoning so glorious a prize, have spoken against Mexico—depreciated its natural advantages and enlarged the obstacles to the United States peaceably holding this country with a small force. I consider that the American occupation, for this reason, has proved a great misfortune to Mexico; has retarded her for years in becoming what she ought to be—a portion of, or a protege

of the United States.

The only persons now left to advocate the true interests of Mexico in the United States are Senator Houston and a number of persons of less magni-tude. If we have more friends with you, the fact is yet unknown to us in Mexico. The favorable notice of Senator Houston's resolution in favor of an American Protectorate over Mexico, by the press of the United States, shows that the people are honestly convinced of the duty of its Government to interfere in the domest'; affairs of this country—if not on the score of interest and humanity, for the sake of the protection of American citizens who have come here under the guarantees of treaties existing between Mexico and our country. Did the American people know the full list of grievances of the United States and its citizens against Mexico, there would be many more advocates of the productors. The people through advocates of the protectorate. The people, through their exponents, the press, would clamor, and very soon patriots would be found coming forward to sacrifice themselves for the sake of their nation's dignity and for the protection of the rights of their

dignity and for the protection of the rights of their countrymen in Mexico, and to redress their wrongs. But so long as Kansas can be made to "bleed," or you can keep some local hobby, we in Mexico will be suffered to endure suspense and that heart-sickness which procraspination produces. The Government, leading men, and press and people of the United States will continue to be unmindful that from the time of the withdrawal of the American Army from this country, to the present time. can Army from this country to the present time, American citizens and the American flag have been subjected to all the amoyances, injuries and insulta that these people have been able to heap upon us. The Government of the United States, so long as buncombe can be manufactured at home, will not feel the indignities which have been heaped upon it by this insignifies at action, and one of goal and the states. by this insignificant nation—so long as great smokes can be made to rise from the slightest misundercan be made to rise from the slightest misunder-standings with our great old parent, England, the Government at Washington will not notice the imprisonment and banishment of its consuls in Mexico, nor the imprisonment, banishment, press-ing in the army of Mexico, or the thousand-and-one other wrongs which have been inflicted upon its citi-zens here. The American Government is a popular Government, and but few of its members care to risk anything to sustain its compacts with foreign

risk anything to sustain its compacts with foreign nations unless popularity is certain to follow.

We in Mexico had hoped that Mr. Buchanan would have enarked out a new course—that he would have created a revolution in the old popularity seeking as done of experience.

redressing of grievances against other nations-But so far he has given two messages, and Mexi-co has not been noticed. The circumstance at first was considered ominous, but so much time has elapsed that the people of the United States have commenced to look into our forforn condition and to grumble; and it now seems certain that Mr. Bu-chanan, like his predecessors, will be forced to follow the popular vein, or get mulish and abandon us entirely, and allow to mold and decay in the pigeonholes of the State Department the many representations made by the Ministers, Consuls and citizens of his nation in Mexico.

He has lately ordered the recall of Mr. Forsyth

and the closing of the legation in this city. He has ordered a vessel of war to Guayamas to take from

jail there a Mr. Ainsa, an American citizen. He has informed the Mexican Government very peremptorily that a settlement must take place. Now, in reply to all of this, the Government of Mexico has appropriated the credit of the recall of Mr. rorsyth to its demand for his recall. With regard to Ainsa, it has repeated its refusal to give him up. As for the rest of the warlike dispatches from Washington, the Mexican Government has simply chuckled—judging the present by the past, that they are only intended for a scare. And so it may be, for these threats, and orders, and avowals will all end in smoke, and only injure American industry and American industry. Forsyth to its demand for his recall. American influence and American interests in Mexico, unless Mr. Buchauan has made up his mind to come to blows. Unless he knows the fact that these people have never kept their compacts, and never will, except they are forced to do so, he is doomed to be defeated by their diplomatic tal-ents, and to entail upon his citizens resident here a most awkward and unfortunate position. How-ever, it may be that Mr. Buchanau does understand these people—that he is convinced of their inability to keep their compacts with foreign nations, as they are unable to live by any mode among themselves. It may be that he sees that unless some foreign nation intervenes here very soon this country will become a complete ruin; that all foreigners and the best of the Mexicans will be compelled to the subject. But time will have to reveal this to us. If he now attempts to make conventions or treaties with Mexico, it is clear he does not understand his subject; but if he force by the bayonet his own terms upon Mexico, and keep the bayonet to the brenst of Mexico to see that the terms are complied with, then it will be clear to the world that he has profited by his deliberation and investigation of our condition, and the best way to settle past and prevent future difficulties.

While this country appears on the verge of a foreign difficulty we see here in this capital the leading men acting with the frivolousness of a lot of monkeys-I can find no other comparison. The heads of the Government are writing poetry, gathering statistics of their country, which statistics are every day changing in consequence of their imbecility. The Government when it is in want of money, instead of endeavoring to raise it from the resources of the nation, imposes forced loans upon individuals, and when they object to leaning, the Government throws these individuals in jail until they come around to its views.

The two parties—the Church party and the

The two parties—the Church party and the Liberals—have together about 50,000 men in the field. These forces are scattered over the country from Yucatan to Sonora. They have no disciplined treasuries to sustain these forces, and they are, therefore, compelled to live upon the country. Their morality not being the highest, this necessity casily complied with, and cities, towns, villages and haciendus are not under contribution, and made to haciendas are put under contribution, and made to pay with horses, provisions, grain, money, clothing, &c., the expenses of civil war. So rapacious have become the rabble soldiery that the grossest outrages are committed on all the populations. Property is taken and destroyed, and in many cases in the central parts of the Republic the women of the towns and villages have been made subject to the lusts of the soldiery. To such an extent have out-rages been committed that the people of hundreds of haciendas and a score or more of considerable towns have been forced to abandon their homes and take refuge in the large cities. Places with take refuge in the large cities. Places with populations of from ten to fifty thousand have been almost or completely abandoned. Perote has been abandoned by its population for the last four months. San Luis Potosi, a place of fifty thousand population, has been mostly de-serted. At last advices but three shops were open in the whole place. The citizens had fled to the mountains or the larger cities. I could mention several more instances.

The cost of the present civil war, from January last to the present day, has been over \$100,000,000 to the country, and it is estimated that it is now carried on at the destructive rate of \$12,000,000 monthly. That is the least figure that can be set down for the destruction and waste of property the present intestine broils of this country. How long Mexico can indure this condition of vandalism remains to be explained. The soil is rich and na-ture is capable of supplying the wants of the people easily, but still if husbandry is left entirely abandoned, a famine, or at least great want, must

light upon many districts.

In the meantime, while this decomposition is going on, the leaders of the factions of the country appear to be doing little or nething. Vidaurri, the chief the frontier forces, and the principal man now in the Liberal party, has of late been making little progress toward this capital. He is at San Luis Potosi concentrating his forces, for what purpose God only knows. Juarez, the Constitutional President, is at Vera Cruz. He has been doing nothing of late, and appears to be waiting on Providence to fight his battles. Old Alvarez remains at his home in Guerrero, and Doblado and the rest of the Liberals, far up in the interior, are, according to reports, doing little more than seek provisions and

money for their forces.

On the Government side the same inaction prevails, and it really looks as if things were never to become more settled. In the meantime, the commerce and industrial interests of the country are fast going to ruin, and money is becoming a re-markably scarce article in the channels of trade. Goods have now been detained in Vera Cruz for the last eight months. The store-houses of that port are crowded, and much damage has come to ll classes of perishable articles, by being left so long at that unfavorable point. On this capital the Government is ruling with a

rod of iron. Persons are thrown into prison on the slightest pretext. The jails are filled. The press is completely silenced. Even The Extraordi-nary, that did not attack the Government or interfere in the politics of the country, was forced to stop, from the heavy fines imposed upon it. The Government, although owing its publisher more than the fines, absolutely refused to pay him or make any arrangement, but exacted the money, and, besides, imposed such conditions that it was clear that new fines would have been exacted for every issue. Mr. Moran, its publisher, has there-every issue. Mr. Moran, its publisher, has there-every issue. fore temporarily closed his office. The chief argument against him used by the Government, when he asked for explanations regarding the fines, was that The Extraordinary had advocated the Ameri-can protectorate and exercised an influence against can protectorate and exercised an influence against the plans of the Government in foreign countries, especially in the United States and England; that they did not want the journal to be published, and therefore it must be crushed at all hazards. This is the style of argument used by the present Government of Mexico. They crush an enterprising person in his business without asserting in their complaint even a cause. He is obnoxious to them, and that is quite enough. This is a "religious" (foregraphent which we now have The priests Government which we now have. The priests have it under their thumb. The President of the nation is an old monte dealer, and the Prime Minister and soul and spirit of the Government is an

unscrupulous priest.

What hope have we with such a people and such a Government? What hope is there for the nation, by her own resources, to raise herself from the mire of ruin into which she has fallen! None, none. Then what hope is there left for us? That would have created a revolution in the old popularity-seeking system of previous Administrations, and that he would have had public opinion in the made, protect the country. It can only be done the same time while blindfold.

by a standing force is the country. A competent force can be maintained for from \$3,000,000 to \$5,000,000 per annum. Mexico can pay this and save near \$200,000,000 annually by the exchange from anarchy to peace and order. The revenues of Mexico now amount annually to about \$14,000,000; so that after she has paid \$5,000,000 for the preservation of peace throughout the land, she will have \$5,000,000 left to pay the expenses of administration, and that would be more than abundance. Mexico is not yet fit for annexation, but with a few years of tuition she might be. The nited States can give us this tuition without prejudice to herself and with great future gains. is in honor bound to do so for the respectability of North America. She will be forced to do at the carry out the threats now made by Mr

Mexico once protected by foreign bayonets, what shall we see? The country prospering from the day such protection is given; thousands upon thouany such protection is given; thousands upon thousands of our race flocking here to make for themselves homes; railroads will be constructed all over
the land; manufactures will spring up in every
direction; the known rich mines of gold and silver
will be thoroughly worked, and their products
must exceed those of California and Australia
joined; our cotton, sugar and tobacco plantations
will furnish for foreign markets, in the course of a few years, supplies to the amount of many millions more; our coasts will be infested with the vesselof every nation, seeking to obtain our many valuable ent, must become the most flourishing on the ence of the United States, and it is for the Ameri can people to decide if the blessing is to be given to us soon. An American in Mexico,

From The Alia California, Sept. 6.

By the Mexican bark Sinaloa, arrived yesterday from Mazailan, whence she sailed July 29, we have later intelligence from Northern Mexico.

The country is still in a distracted condition, and civil war is threatened between the States of Sinaloa and Durango. The former esponses the Constitutional party, or the party in power, and the latter the Liberal or anti-church party. Warlike preparations are making in Mazatian. There are about 400 troops under arms, and drilling every day. The hostile feeling is confined chiefly to the politicians and officers of the army, unfortunately with no more patriotic motive than that, in anarchy and confession they hope to create, they may be able to secure a large share of spoils. In the country the people take little part in the quarrel, but it is because their sympathies are with the Church, on account of their roligious education.

Frivate navices from Durango to the authorities of Mazatlan rendered it certain that the latter city would be attacked.

About the 12th of July our informant was in Teric.

be attacked.

About the 12th of July our informant was in Tepic, when intelligence arrived at the Liberal army, which had been besieging Guadalajara, had withdrawn without striking a blow, on account of a large reconferement to the Constitutional forces. This event created quite an excitement among the people. The prices of many staple articles of necessity, which had been held at starvation prices during the siege, to the great joy of the people, declined.

at starvation prices during the siege, to the great joy of the people, declined.

The following is a private letter from Mazatlan to a gentleman in this city:

MAZATLAN, July 28, 1858.

The revolution is still in full blast. Guadalajara has not been taken yet by the Liberals, and the religionists are hard upon the merchants. The chief of the house of Negrete & Co., was obliged to pay a forced loan of \$9,000, and refusing to give another \$2,000, for which they applied a few days later, he was carried off as prisoner of war, or rather placed among the rank and file, with musket in hand. These outrages are intolerable.

the rank and file, with masket in hand. These outrages are intolerable.

However, the Liberals are rather of the same stamp.
On the day a body of the constitutional army occupied
the City of Durango, they ordered the payment of
\$40,000 as a forced loan, of which the clergy had to
pay the largest part.

MARINE AFFAIRS.

PALL REGATTA OF THE NEW-YORK YACHT CLUB. The Fall Regatta of the New-York Yacht Club will come off on Thursday morning, the 30th of September, at 11 o'clock, under the direction of Messrs. Chas. H. Haswell, Auson Livingston and J. Howard Wainwright, Regatta Committe. There will be a prize, valued at \$50, for each class of yachts. The classes will be allowed time for sails as follows:

The first class, one second per square foot. The second class, one and a quarter seconds per square foot. The third class, one and a half seconds per square foot. This allowance is based upon the mainsail and ib of schooners, and upon any other duly measured sails actually set at any time during a race. As between sloops and schooners, this allowance is based upon eight-tenths of the area of the schooner's sails.

The courses marked out for the race are as follows: A flag-boat will be moored abreast of Buoy No. 20, off Owl's Head, Long Island, on the west side of which the yachts will anchor, head to wind, in the following order of position, commencing from the stake boat with the yachts of the least areas of sails; -The third class abreast of said stake-boat, 80 yards apart, on a line due west; the second class, 90 yards apart, on a line parallel with the same, 200 yards to the north, and the first class, 100 yards apart, on a similar line, 200 yards to the north of the latter. They may have the mainsails, or foresails and mainsails, according to their rig, hoisted, and gaff-topsails set. The Committee reserving the discretionary power, however, of ordering all sails to be lowered before starting, or of a lopting any other preparation for starting they may deem proper, should the weather or circumstances render a change necessary. The yachts will pass around the Buoy of the Southwest Spit, turning it from the north and west; thence round the Light-Ship, turning it from the south and west. Returning, they will pass the Buoy of the Southwest Spit, turning it from the south and east; thence to a stake-boat off Buoy No. 15, on the West Bank, off Staten Island shore. In going and returning, all the buoys on west bank, viz., Nos. 11,

13 and 15, are to be passed to the eastward. Notice as to the order of starting will be given on the morning of the regatta. The entries which closed

terday are as follows:	F - 1 1 7 1 1 1 1 1
Yachts.	Owners.
Close Vistoria	Henry Robertson.
Schooner Zinga	W. H. Thomas.
Schooner Gypsey	.vis. Spencer.
Sloop Madgle	R. F. Loper.
Sloop Narragameett	H. Bedlow.
Schooner Restless	G. W. Thatcher.
Sloop Haswell	C. H. Mailoy
Sloop Mannessing	C. T. Cromwell.
Sloop Irene	I. B. Brown
Sloop Scud	W. Museumon.
Schooner Favorita	A. C. Kingsland.
Schooner Juliet	N. B. Palmer.
Sloop Rebecca	J. G. Bennett, Jr.
Sloops Margaret	J. Simoneon.
Sloop Una	. W. B. Duncan.
Sloop Fanny	. L. H. White,
NAVAT	

The following vessels of war were at Callao on the 27th ult.: United States flag-ship Merrimac and sloop-of-war Decatur—the former was expected to sail for Valparaiso; her British Majesty's flag-ship Ganges, which was to sail for Vancouver's Island very so The French frigate Andronamede arrived at Payte

on the 20th of August. Dr. Ward, United States Navy, has been ordered from the Decatur to fill the vacancy caused on board

the Saranac by the resignation of Dr. Nelson. The following vessels of war were in the port of Panama on the 8th of September: H. B. M. sloop Alere: French corvette Constantine; United States steam frigate Saranac.

THE BARN E. A. RAWLINS.

"Boston, Sept. 22.—By an arrival from Africa, we have a report that the bark E. A. Rawlins from New-Orleans, was run away with by her crew, about the 26th of July, and her commander, Capt. Lilley, was

26th of July, and her commander, Capeta shore.

[The E. A. Rawlins, it will be recollected, arrived at Savannah a few weeks since, and many conjectures were indulged in as to where she came from, &c., it being generally understood that she was engaged in the slave trade. The E. A. Rawlins sailed from this port some months ago, but the captain who then was in command was not in her when she arrived at Savannah, and it is said that the new captain reported that the former one had been left at St. Thomas, on Savannah, and it is said that the new captain reported that the former one had been left at St. Thomas, on the coast of Africa, where, it was discovered, he was playing false to the owners by endeavoring to dispose of the vessel, her supplies, &c.; and on this discovery he crew, under the new captain, brought her to Savannah, where, we believe, sie is owned.

New Orleans Playing.]

-There is said to be a boy at Worcester who is a prodigy in chess playing. A year since he didn't know